



Northwest Airlines N284US, 3,000th Boeing Jetliner.



MONTANA AERONAUTICS DIVISION



VOL. 28, NO. 9

MONTANA AND THE SKY

OCTOBER, 1977

NORTHWEST AIR LINES RECEIVES BOEING'S 3,000TH JETLINER

Montana airports have witnessed the arrival and departure of Boeing's 3,000th jetliner which was delivered to Northwest Airlines August 9 at Renton, Washington. The airplane is an Advanced 727 and bears the N number 284US. The milestone delivery occurred less than 19 years after the first 707 was delivered. Total value of the 3,000 airplanes is \$24.7 billion.

AOPA ASSIGNS NEW DIRECTOR

Mr. Frederick R. Kling has been assigned as Director of the AOPA Air Safety Foundation Flight Instructor Department. He will assume the duties previously held by Mr. James E. Stargel who recently resigned.

Mr. Kling will be responsible for management of the Flight Instructor Recertification Programs and will coordinate with groups to ensure the orderly direction of the already scheduled and future meetings.

If any questions should arise concerning these programs, or in any other areas, call Mr. Kling on the 800-638-0853 line.

1978 AIRPORT DIRECTORY

Work on the 1978 Montana Airport Directory is now under way. Throughout the year we have received many cards, letters and phone calls bringing to our attention changes which need to be made in the directory.

We ask that you please take a minute to thumb through your directory and let us know if you find any changes which should be incorporated in the 1978 edition. Your comments and suggestions are always welcome with new ways to improve this service.

FRONTIER ADDS TO JET FLEET

Frontier Airlines will lease an additional Boeing 737-200 jetliner for two years, beginning in the spring of 1978 when the airplane goes into service.

This, along with five new B-737's to be delivered next spring, will bring Frontier's jet fleet to a total of 27.

The additional capacity will be used to accommodate traffic growth throughout Frontier's route system, which embraces 18 western and central states and Manitoba, Canada.

OOPS—WE GOOFED

In our last issue we printed an article about Chris Kolstad celebrating his 1,000 hours of flying. This should have been 10,000 hours. Sorry Chris!



New officers of the Montana Flying Farmers, left to right standing: Queen Helen Stephens, Chinook; Secretary-Treasurer Leona Strouf, Moccasin; Director Walt Dion, Havre; President Jerry Fachner, Wolf Point; Director Jim Stephens, Chinook; Vice President Dave Stephens, Dutton. Kneeling: Dorothy Langhus, Big Timber, Newsletter Editor; and Director Marilyn Leininger, Lewistown.

YELLOWSTONE AIRPORT CLOSED

On October 1, 1977, the Yellowstone Airport officially closed for the year.

Although the airport is officially closed, pilots may still use the facility at their own discretion, however, no snow removal, runway lighting or services are provided.

Field conditions may be checked by calling (406) 646-7640.

**DEPARTMENT OF
COMMUNITY AFFAIRS**

**Thomas L. Judge, Governor
Harold A. Fryslie, Director
Martin T. Mangan, Deputy Director**

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of the
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Administrator**

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THURBER'S  HELENA

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**BUTTE
PORT OF ENTRY**

Arthur J. Korn, Butte Airport Manager, has advised that the Silver Bow County Airport now has a full time custom inspector. The office is located south of the airport at the Port of Butte.

Custom inspection can be available upon 2 hours advance notice by calling Jake Gorney at his office 494-3492 or after hours at his home 723-3053.

**ADMINISTRATOR'S
COLUMN**



The Aeronautics Board met September 16 in Helena. Due to inclement weather conditions a Lewistown delegation was unable to attend the meeting as planned, however, this meeting was substituted by a telephone conference call wherein they urged the Aeronautics Board to take a strong position against FAA cutbacks, consolidation, and closures of flight service stations. The Aeronautics Board unanimously agreed, and have urged the Montana Congressional Delegation to take whatever steps are necessary to prevent further deterioration of flight service station services which they consider a degradation of safety.

After several months of deliberation the Board decided to increase the airport loan program interest rate from 4½% to 5%.

* * * * *

I attended the MPA annual fall fly-in and board meeting at Bozeman, September 24 and 25, and reported board action. The MPA applauded the Aeronautics Board's position on the FAA flight service station closures and, after considerable discussion, agreed to support an aircraft registration fee increase to \$4.00. The MPA have taken a strong position in requiring that the FAA, state Aeronautics, and local airport boards assist in assuring adequate general aviation terminal gate access.

* * * * *

I attended the Flying Farmers annual convention in Billings on September 30 and October 1. The Flying Farmers also applaud Aeronautics Board position on FAA flight service station degradation

of services. The Flying Farmers passed a resolution strongly opposing the FAA's present course of action to cut back hours, consolidate and close flight service stations, and urged the FAA to hold public hearings and reevaluate their decision. They also sent signed petitions to the Montana Congressional Delegation expressing their opposition to the FAA's course of action and urged their support.

* * * * *

I met with the Montana Aviation Trades Association in Billings October 3 and gave a report on Aeronautics Division and Board activities. The MATA Board unanimously decided to support the North Dakota Aeronautics position opposing the FAA's proposed rule making regarding air ambulance requirements. It was felt that the FAA is overstepping their authority in air ambulance regulation.

The MATA, like the MPA are very concerned about general aviation terminal gate access, feeling that general aviation is entitled to such access and that it is necessary for the air taxi industry in order to play their role in the National Air Transportation System.

* * * * *

Chairman O'Brien, Dave Kneedler and I met with Wayne Flaherty, FAA Planning, Denver, and the West Yellowstone Aviation Committee in West Yellowstone to further discuss a feasibility study being considered regarding year round operation of the Yellowstone Airport. This study is eligible under the 90% federal grant program. The West Yellowstone community has agreed to pay the 10% sponsor's share. Although the Aeronautics Division is owner and operator of this airport, we do not have sufficient revenues to pay for this study, or to operate the airport during the winter months. It is felt that a feasibility study is necessary in determining whether or not winter operation of this airport can be financially feasible.

**INAC
PRESENTATIONS**

Personally autographed numbered prints of original etchings by Branson Stevenson, well known Great Falls, Montana artist, were presented at the annual convention of the International Northwest Aviation Council held in Great Falls in August. Shown in the accompanying photographs are:

Governor Thomas L. Judge, keynote speaker, being presented with the etching entitled "Top of the World" by Great Falls Mayor John C. Bulen; and Senator John Melcher, receiving the etching entitled "Lone Pine" from Bozeman Airport Manager Frank Wolcott.



CALENDAR

October 20—U.S. Customs Training Session, Great Falls.

October 29—1st Annual VFR "Halloween" Handicap Air Race, Great Falls to Jackpot, Nevada.

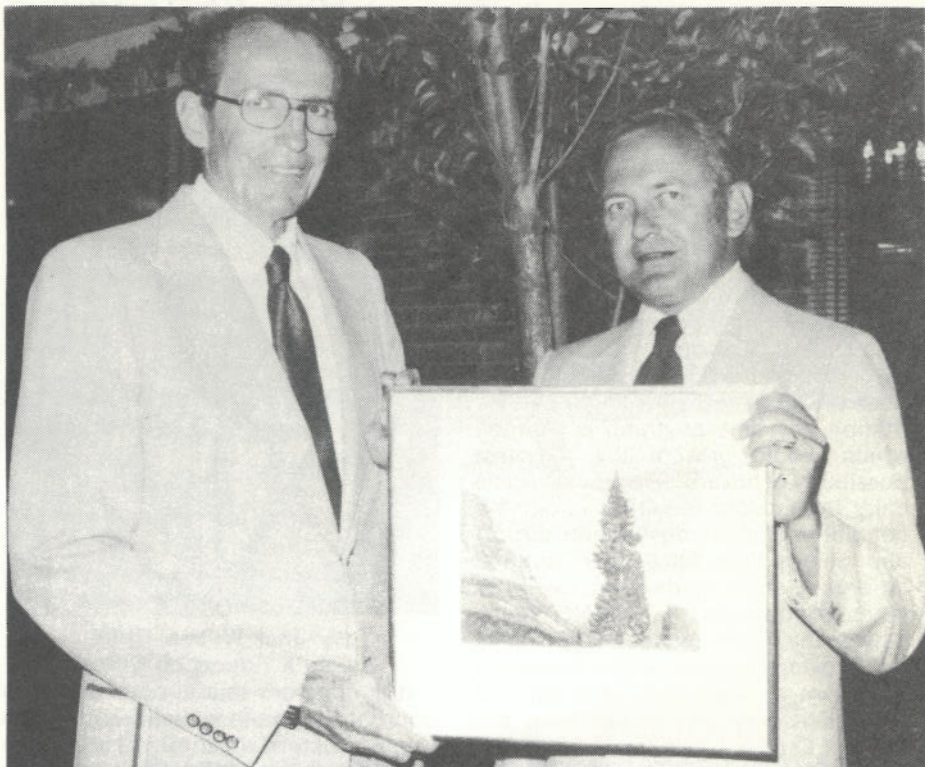
October 31—Deadline for applications for Whirly Girls Scholarship.

November 18—Montana Aeronautics Board Meeting, Helena.

January 1, 1978—1978 Pilot Registration Due!

January 1, 1978—1978 Aircraft Registration Due!

January 20, 1978—Montana Aeronautics Board Meeting, Helena.



Governor Thomas L. Judge (left) receiving print from Great Falls Mayor John C. Bulen at INAC.



Senator John Melcher (left) receiving print from Frank Wolcott at INAC in Great Falls.

SAFETY



By: **David C. Kneedler**, Chief
Airport/Airways Bureau

Two things have come up recently which bear mentioning—one of which we would appreciate some feed-back on.

Not too long ago a twin engined aircraft was about to touch down at an airport in Montana when, at the last minute, the pilot noticed what seemed to be a "wind row" of material on the runway. Fortunately the pilot was able to remain airborne and managed to

return to altitude after abandoning all plans of landing at that airport. What the pilot saw in this particular case was indeed a wind row of asphalt surfacing material exactly the same color as the runway. (Wouldn't hardly make for a very good landing.)

This is an extreme case, yes—but it serves to remind us of the importance of calling the nearest Flight Service Station and placing a NOTAM on the airport prior to beginning any work. And NOTAM's shouldn't be limited to work being done on or near a runway. It doesn't hurt to notify the Flight Service Station any time anything is planned which would present the remotest possibility of hazard. They receive calls daily from pilots inquiring about the condition of their destination airport and unless they have been notified differently about all they can say is "as far as we know, it's OK." The NOTAM—it helps the Flight Service Station do its job, provides the pilot with information important to the safety of flight and relieves the airport owner from the onus of liability—let's use it—always.

The second thing we should discuss concerns higher-than-usual powerline crossings associated with roads, canyons, rivers, etc. In the recent past, in the Helena area alone, there have been four deaths involving high wires. Although some crossings in the state are "marked" the efforts taken, in our opinion, have proved totally inadequate. We are considering making an effort in the next legislative session to have a law passed requiring the marking of certain powerlines to certain standards and would appreciate your reactions to this idea. It's safe to assume that, for obvious reasons, the utility companies would fight this with all resources available to them and the effort would certainly fail without vigorous and sustained support from the entire aviation community. This would be a costly program for the utility companies and I think we all know who would ultimately pay those costs.

If you have any thoughts on the when, where, or how of marking high wires we would like to hear them. Also, how big a problem are these crossings and should we even be considering a legislative effort as mentioned.

COLD WEATHER OPERATIONS



By: **Jack Wilson**, Chief
Safety & Education Bureau

It is apparent that another winter is approaching quite speedily and will be upon us before we know it. I am not so brazen as to try to tell anyone how to fly their own aircraft, however, I would like to call their attention to the fact that the manufacturer has placed an operating manual in each of the aircraft that they build. This operating manual gives the prescribed method of operation under all conditions. In this manual normally is a chapter or partial chapter which covers the operation of the aircraft in winter and cold weather conditions. I urge you, at this time, to read the particular suggestions by the manufacturer and use them for the operation of the aircraft if and when the weather gets cold enough to require them.

I would further like to suggest to each aircraft owner and operator that some form of survival equipment be placed aboard the aircraft for use in case of a forced landing in some terrain or location where assistance is not readily available. In other words, put into your aircraft enough equipment and food to sustain yourselves until such time as aid may arrive in a day or two. We at the Aeronautics Division have put together our own survival kits, which we have been able to devise ourselves and purchased the individual items on the open market. We feel these kits would be adequate to take care of 2 or 3 people for probably two days. We would be most happy to send a list of the materials and how they are

assembled to anyone who is interested. This list and method of enclosure can be obtained by writing to the Aeronautics Division, P. O. Box 5178, Helena, MT 59601. This kit cost approximately \$20 and is absolutely invaluable if you are out in the cold without any other means of sustenance or shelter.

CENTERLINE



By: **Jim White**, Chief
Air Transportation Bureau
Oxygen Masks—The National Transportation Safety Board has become aware of a serious problem involving supplemental oxygen masks for general aviation aircraft. The Safety Board believes the problem has potentially disastrous consequences and requires immediate action by the Federal Aviation Administration.

On August 3, 1977, a Piper Aztec was enroute from Bozeman, Montana, to Salt Lake City, Utah, with two pilots aboard. The flight was a return trip of an air taxi flight from which the passengers deplaned at Bozeman. Immediately after the pilots donned their oxygen masks the co-pilot began to choke because an object had lodged in his throat. He managed to dislodge and swallow the object with great difficulty. The pilot in command removed his mask and found a circular filter that had been partially dislodged. This diluter valve filter was missing from the co-pilot's mask and obviously was the object on which he had choked. Had this flight been a single pilot operation aircraft control might have been lost.

These oxygen masks were manufactured by the Scott Aviation Division as "Sky Mask." The masks were supplied by Piper Aircraft Corporation as part of

the aircraft oxygen system. According to Scott Aviation personnel this type of mask is used in all types of general aviation aircraft for pilot and passenger supplemental oxygen.

A National Transportation Safety Board inspection of the Sky Mask revealed that the filter can be dislodged easily by squeezing the pliable face piece of the mask as one might do when donning the mask or adjusting it to the facial contours.

The National Transportation Safety Board has recommended that the FAA issue an airworthiness directive to require that all Scott Aviation Sky Masks be modified so that the dilution valve filter is positively retained.

It would be wise if all operators check their oxygen masks to insure that there are no loose valves or fittings within the masks.

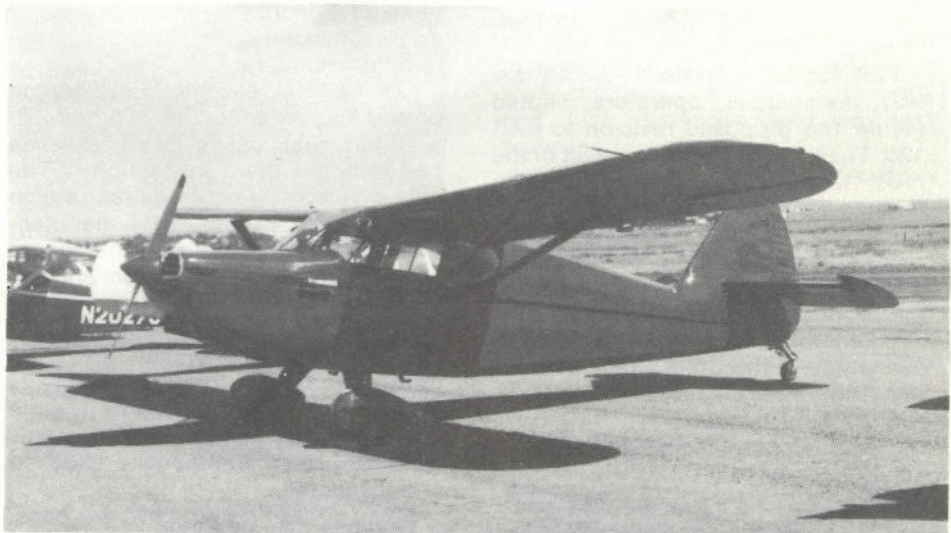
"AERIAL GAME SCOUTING AND RUSSIAN ROULETTE"

By: **Dale Uppinghouse**
Accident Prevention Specialist,
FAA GADO 1

The Fish and Game Department didn't always fly their own Super Cubs in game counts. Fixed Base Operators around the state would furnish the airplanes and pilots on a rental basis. The writer was one of the pilots. We usually used a 165 h.p. four-place airplane. It would be hard to imagine an airplane as ill-suited for such a job, unless you include the four-place airplanes we occasionally see loaded with game seekers today!

We did our best to convince the game wardens to hold it to one game counter per trip (few were pilots). With more than one passenger we were asking for a serious accident and we knew it. Severe downdrafts routinely found in the mountains were only part of the problem. Turning in narrow valleys and operating at altitudes that cut our power almost in half also furnished thrilling and chilling moments.

So why am I telling war stories? Because every year in the west we have fatal game scouting accidents. Loading up a four-place airplane to scout game in the mountains is a form of Russian Roulette. I'll never do it again. I hope you won't.



Scenes from the Baker Fly-In, September 11, 1977.

FAA HELENA GADO NEWSLETTER ACCIDENT PREVENTION

Practice Approaches—Reports continue to trickle in of pilots who request an instrument approach, receive it and after landing discover their request was interpreted as a request for an IFR flight plan, which the pilot had not intended (not instrument rated).

Approach controllers are often left in doubt as to whether pilots are requesting an actual IFR clearance or merely practice approaches while maintaining VFR.

We suggest pilots be more explicit in their requests. For example, "request IFR approach clearance to _____ Airport" or if they do not with an IFR clearance they should include the word "practice" in their request to ATC.

FAR 135 to be Revised—All air taxi and commercial operators should review the proposed revision to FAR 135. These revisions are a result of the FAR 135 Regulatory Review Conference held at Denver, Colorado in December 1975. All comments must be received in Washington by November 28, 1977. Send written comments on the proposals, in duplicate, to:

Federal Aviation Administration
Office of the Chief Counsel
Attn: Rules Docket (AGC-24)
Docket No. 16097
800 Independence Ave. S.W.
Washington, D.C. 20591

AVIONICS

Two Way Communication Systems—Installation of two-way communication systems in aircraft are beginning to cause problems. Mobile telephones, CB's, amateur radios, etc. may cause electromagnetic interference with the navigation and traffic communication equipment on board the aircraft. A new Advisory Circular AC 20-98 gives guidance on these installations.

Some problems (in addition to electronic interference) are pilot workload, electrical capacity, FCC regulations on maximum altitudes allowed for operation, etc.

Outdated—Several recent Montana accidents involved airplanes equipped with "out of date" ELT batteries. This calls for automatic enforcement proceeding. What is the expiration date on YOUR ELT batteries? Do you have a reminder somewhere OTHER than on the ELT itself?

NARCO ELT Batteries—AD 77-02-08 applies to Narco ELT-10 batteries and requires inspection for leakage and corrosion. This inspection may be conducted by the pilot/owner. Inspections conducted in compliance with an A.D. must be recorded in the permanent aircraft records.

MAINTENANCE

Inspection and Functional Check of Emergency Exits—There have been several inquiries as to whether emergency exits must be inspected and functionally checked during 100-hour and annuals. A manufacturer's service bulletin indicated not. Some persons have said that since emergency exits are not specifically mentioned in FAR 43, Appendix D, inspection is not required. This concept, if applied generally, would exempt passenger doors, baggage doors, fuselage structural members, flooring, etc.

FAR 43.15(c) reads: "(1) Each person performing an annual or 100-hour inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source." The checklist must include the scope and detail of the items contained in Appendix D. The nut of the regulation applied to emergency exits is this: Emergency exits are fuselage components comprising systems which must be functionally checked and inspected.

Some aircraft do not have gas bags, floats, hulls, etc. and they may not be on a checklist; nevertheless, they must be inspected for proper function if they are on the aircraft. So do emergency exits.

Fiberglass Construction—The use of fiberglass in the construction of homebuilt aircraft is becoming fairly common. Therefore, the following report from the National Safety Council should be of interest to anyone using or planning to use fiberglass.

At a safety conference in Vancouver, B.C., an eye specialist described a hazard that could affect each of you and your families. That hazard is the catalyst of a "hardner" or an "accelerator" that is added to fiberglass resin before the resin is applied. The eye specialist reported that a drop of this catalyst in the eye will progressively destroy the tissue of the eye and result in blindness. This will occur even though an attempt is made to wash the

catalyst from the eye. Furthermore, once the chemical has started to destroy the eye, there is no known way of stopping the destruction or repairing the damage. Extreme caution is urged when using these chemicals.

OPERATIONS

Notice of Proposed Rulemaking, Air Ambulance Service, Air Taxi Operators and Commercial Operators of Small Aircraft—By now you should have all received a copy of the proposed Air Ambulance NPRM which affects FAR 135. It is very important that you take time to comment on the NPRM's affecting your operations. The people initiating these rules are many times not aware of all factors involved in industry. Voice your opinion—it could make a difference. If you did not receive the NPRM—contact the GADO.

FOR YOUR INFORMATION

New Chart Symbols—New sectional charts will contain some new details such as glider operating areas, airport with pilot (radio) controlled lights, etc. Future charts will include TCA's (floor and ceilings), elevations at top of obstructions rather than max terrain elevation, new symbols for types of roads, etc. Check the legends when you get a new sectional.

AVIATION/AEROSPACE EDUCATION

By: Paul A. Kari

Aviation Education Specialist
FAA's Rocky Mountain Region

Aviation/aerospace education has generally been overwhelmingly successful wherever it has been offered. Students soon learn that principles and problems associated with aviation touch every aspect of their daily life. Each course they take can be related to some aspect of aviation. Since aviation holds the interest of almost everyone, teachers have a built-in element that, if used properly, can enhance the learning experience of most students.

Aviation/aerospace education provides an opportunity to supplement classroom instruction with popular educational experiences, such as trips to airports, air bases, aerospace manufacturing firms and National Aeronautics and Space Administration and Federal Aviation Administration installations. In addition, local, state, and national Aviation agencies, aerospace industries, and other

(Continued on Page 7)

NAVIGATIONAL AIDS



By: **Jerry Burrows**

Aviation Representative

Non-Directional Radio Beacons—

We have just received four new solid state Wilcox Model 485E 50 watt non-directional radio beacons.

The first transmitter will be installed at the new site on the Choteau Airport with the identifier of CHX and operating on the frequency of 269 Khz. We hoped to have the station operational by the end of October.

One transmitter has tentatively been scheduled for Scobey if they follow through with their application.

The other two transmitters are being considered for updating the existing equipment at Malta and Broadus. These present stations are tube type 25 watt facilities. We, of course, have to receive authorization from the FAA and FCC before these more powerful transmitters can be installed along with some assurances from the community as far as their maintenance is concerned.

If you know of any stations that may need increased coverage, please let us know.

A new solid state identifier was installed on the Jordan (JDN) NDB, with others slated for Wolf Point (OLF), and Red Lodge (RED).

Unicom—Our new solid state COMCO unicom are slowly getting into the field with West Yellowstone receiving the first, and the second being destined for the Valley Industrial Park Airport, formerly Glasgow Air Force Base, as soon as the FCC license is received.

Several other cities are programmed to improve their existing equipment and will be contacted shortly.

We also received three remote control hookups for the unicom for areas

where the added monitoring is needed. Please contact us if this is something that you could use.

Airway Beacons—Airports Services Technician Frank Fleisner is giving our state operated airway and obstruction beacons the fall major servicing at this time. Our beacons are serviced four times a year, unless hit by lightning, etc., and the winter (Dec) maintenance is usually performed by snow machine. Please let us know if any facilities are not operating.

AVIATION EDUCATION



By: **Sam Griggs**, Supervisor

I am teaching a private pilot ground school for the Helena High School Adult Evening Division. Of 23 students pre-registered, 15 showed up last Monday night, and several more have called during the week to find out the particulars.

Over 230 flyers were sent out to all high schools, fixed base operators, and aviation high school teachers to advertise our essay contest "I am an FBO. How do I make my living?" FBO's beware, here comes the thundering Horde! We have received several inquiries since they were sent out.

I combined a charter to Kalispell City Airport with a visit with Jack Foust, the aerospace teacher at Kalispell High School. This year he has 49 students in his aviation class. He has always had a large class, between 30 and 50 students. He and his students were all out at Mike Strand's operation when I pulled up.

(Continued from Page 6)

interested organizations provide major aerospace education resources.

A fundamental purpose of education is to prepare for a productive and rewarding life. Yet, in schools throughout the country, young people complain that curriculums are dull and irrelevant; that their education is not opening pathways to a fulfilling adulthood. Substantial numbers of students score below their grade level in basic skills.

On the other hand, a growing body of research evidence continues to indicate that aerospace education programs, particularly those involving a flight program, are successful in:

- Motivating students to achieve academically,
- Motivating students to attend school more regularly,
- Motivating the students to become involved in a greater percentage of their classroom time in instructional and less disruptive and resistant behavior,
- Elevating the level of self-esteem and aspiration of the pupils,
- Improving the chances of further education for the pupil, and
- Altering the perception of the teachers and parents of these youth as regards their scholarship ability.

Aviation/aerospace education does work. It will improve the attitude of your school's students.

CONGRATULATIONS



FAA CERTIFICATES ISSUED

RECENTLY TO PILOTS

STUDENT

Jeffrey Lewis Tabor, Billings
Greg Doane Richardson, Havre (Free Balloon)

Joan N. Richardson, Havre (Free Balloon)

John Wiley Richardson, Havre (Free Balloon)

PRIVATE

David Burton Covert, Terry
Joseph Francis Baldwin, Ismay
Lloyd Albert Bowman, Miles City
Richard Jack Anderson, Billings
Elbert Lynn Howe, Billings
John Stephen Buck, Moore
William Ryerson Kelly, Billings

Douglas Owen Penning, Billings
 Charles Walter Hinck, Billings
 Warren Lee Engle, Glendive
 Philip Robert Jones, Glendive
 James Lee Ruechel, Billings
 Anton Joseph Barone, Sidney
 James Robert Smrcka, Glasgow
 Terry Lee Verhasselt, Sidney
 Jerry Myron Waller, Glasgow
 Judith Belle Foss, Brockton
 Kalthleen Malea Foss, Brockton
 Jesse Dwaine Roybal, Billings
 John Clark Gurley, Billings
 (Free Balloon)
 Douglas Pierre Mangen, Miles City
 James Henry Busch, Seeley Lake
 Philip Arthur Olson, Belgrade
 Ronald Crandell Miller, Missoula
 Paul Burrell Eastman, Kila
 Robert James Monforton, Bozeman
 Robert R. Taylor, Hamilton
 Frank Leroy Bretz, Missoula
 Douglas Robert Kobs, Missoula

Robert Leslie Irish, Helena
 Torkel Leon Torkelson, Whitefish
 Maynard Lynn Kauffman, Kalispell
 Duane Allen Griffith, Bozeman
 Archie Glade Greenup, Darby
 Paul Philip Schafer, Great Falls
 Patrick Vincent McGonigal, Helena
 Jane Ann Fosland, Scobey
 Carson Mathew Aasen, Helena
 Ralph Lee Price, Great Falls
 Lee A. Christensen, Polson
 Jack Gene Utter, Missoula
 Harry C. Conner, Chinook
 Cole Carlile Maddox, Chinook
 Gary Palo Lee, Great Falls
 Warren Allen Dever, Missoula
 Joan Lorene Stewart, Fort Benton
 William F. Thompson, Chinook
 Robert Joseph Casey, Great Falls
 Stephen Mathew Felt, Big Fork
 Lamont Laverne Storm, Butte
 Carmine Howard Mowbray, Deer
 Lodge



Lynn Ivester, Farmerette of the Year, and
 Queen Helen Stephens, both of Chinook, at
 the Flying Farmers Annual Convention.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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